

Bill no.:	<u>Committee Print</u>
Amendment no.:	<u>39</u>
Date offered:	<u>4/13/05</u>
Disposition:	<u>Withdrawn</u>

AMENDMENT TO COMMITTEE PRINT
OFFERED BY MR. SHADEGG OF ARIZONA

In title VII, after section 754, insert:

1 **SEC. 755. REDUCTION OF ENGINE IDLING OF HEAVY-DUTY**
2 **VEHICLES.**

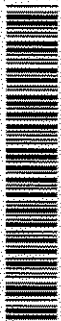
3 (a) DEFINITIONS.—In this section:

4 (1) ADMINISTRATOR.—The term “Adminis-
5 trator” means the Administrator of the Environ-
6 mental Protection Agency.

7 (2) ADVANCED TRUCK STOP ELECTRIFICATION
8 SYSTEM.—The term “advanced truck stop elec-
9 trification system” means a stationary system that
10 delivers heat, air conditioning, electricity, and com-
11 munications, and is capable of providing verifiable
12 and auditable evidence of use of those services, to a
13 heavy-duty vehicle and any occupants of the heavy-
14 duty vehicle without relying on components mounted
15 onboard the heavy-duty vehicle for delivery of those
16 services.

17 (3) AUXILIARY POWER UNIT.—The term “auxil-
18 iary power unit” means an integrated system that—

19 (A) provides heat, air conditioning, engine
20 warming, and electricity to the factory-installed



1 components on a heavy-duty vehicle as if the
2 main drive engine of the heavy-duty vehicle
3 were running; and

4 (B) is certified by the Administrator under
5 part 89 of title 40, Code of Federal Regulations
6 (or any successor regulation), as meeting appli-
7 cable emission standards.

8 (4) HEAVY-DUTY VEHICLE.—The term “heavy-
9 duty vehicle” means a vehicle that—

10 (A) has a gross vehicle weight rating great-
11 er than 8,500 pounds; and

12 (B) is powered by a diesel engine.

13 (5) IDLE REDUCTION TECHNOLOGY.—The term
14 “idle reduction technology” means an advanced
15 truck stop electrification system, auxiliary power
16 unit, or other device or system of devices that—

17 (A) is used to reduce long-duration idling
18 of a heavy-duty vehicle; and

19 (B) allows for the main drive engine or
20 auxiliary refrigeration engine of a heavy-duty
21 vehicle to be shut down.

22 (6) LONG-DURATION IDLING.—

23 (A) IN GENERAL.—The term “long-dura-
24 tion idling” means the operation of a main
25 drive engine or auxiliary refrigeration engine of



1 a heavy-duty vehicle, for a period greater than
2 15 consecutive minutes, at a time at which the
3 main drive engine is not engaged in gear.

4 (B) EXCLUSIONS.—The term “long-dura-
5 tion idling” does not include the operation of a
6 main drive engine or auxiliary refrigeration en-
7 gine of a heavy-duty vehicle during a routine
8 stoppage associated with traffic movement or
9 congestion.

10 (b) IDLE REDUCTION TECHNOLOGY BENEFITS, PRO-
11 GRAMS, AND STUDIES.—

12 (1) IN GENERAL.—Not later than 90 days after
13 the date of enactment of this Act, the Administrator
14 shall—

15 (A)(i) commence a review of the mobile
16 source air emission models of the Environ-
17 mental Protection Agency used under the Clean
18 Air Act (42 U.S.C. 7401 et seq.) to determine
19 whether the models accurately reflect the emis-
20 sions resulting from long-duration idling of
21 heavy-duty vehicles and other vehicles and en-
22 gines; and

23 (ii) update those models as the Ad-
24 ministrator determines to be appropriate;
25 and



1 (B)(i) commence a review of the emission
2 reductions achieved by the use of idle reduction
3 technology; and

4 (ii) complete such revisions of the reg-
5 ulations and guidance of the Environ-
6 mental Protection Agency as the Adminis-
7 trator determines to be appropriate.

8 (2) DEADLINE FOR COMPLETION.—Not later
9 than 180 days after the date of enactment of this
10 Act, the Administrator shall—

11 (A) complete the reviews under subpara-
12 graphs (A)(i) and (B)(i) of paragraph (1); and

13 (B) prepare and make publicly available 1
14 or more reports on the results of the reviews.

15 (3) DISCRETIONARY INCLUSIONS.—The reviews
16 under subparagraphs (A)(i) and (B)(i) of paragraph
17 (1) and the reports under paragraph (2)(B) may ad-
18 dress the potential fuel savings resulting from use of
19 idle reduction technology.

20 (4) IDLE REDUCTION AND ENERGY CONSERVA-
21 TION DEPLOYMENT PROGRAM.—

22 (A) ESTABLISHMENT.—

23 (i) IN GENERAL.—Not later than 90
24 days after the date of enactment of this
25 Act, the Administrator, in consultation



1 with the Secretary of Transportation shall,
2 through the Environmental Protection
3 Agency's SmartWay Transport Partner-
4 ship, establish a program to support de-
5 ployment of idle reduction and energy con-
6 servation technologies .

7 (ii) PRIORITY.—The Administrator
8 shall give priority to the deployment of idle
9 reduction and energy conservation tech-
10 nologies based on beneficial effects on air
11 quality and ability to lessen the emission of
12 criteria air pollutants.

13 (B) FUNDING.—

14 (i) AUTHORIZATION OF APPROPRIA-
15 TIONS.—There are authorized to be appro-
16 priated to the Administrator to carry out
17 subparagraph (A) \$19,500,000 for fiscal
18 year 2006, \$30,000,000 for fiscal year
19 2007, and \$45,000,000 for fiscal year
20 2008.

21 (ii) COST SHARING.—Subject to clause
22 (iii), the Administrator shall require at
23 least 50 percent of the costs directly and
24 specifically related to any project under



1 this section to be provided from non-Fed-
2 eral sources.

3 (iii) NECESSARY AND APPROPRIATE
4 REDUCTIONS.—The Administrator may re-
5 duce the non-Federal requirement under
6 clause (ii) if the Administrator determines
7 that the reduction is necessary and appro-
8 priate to meet the objectives of this sec-
9 tion.

10 (5) IDLING LOCATION STUDY.—

11 (A) IN GENERAL.—Not later than 90 days
12 after the date of enactment of this Act, the Ad-
13 ministrator, in consultation with the Secretary
14 of Transportation, shall commence a study to
15 analyze all locations at which heavy-duty vehi-
16 cles stop for long-duration idling, including—

- 17 (i) truck stops;
18 (ii) rest areas;
19 (iii) border crossings;
20 (iv) ports;
21 (v) transfer facilities; and
22 (vi) private terminals.

23 (B) DEADLINE FOR COMPLETION.—Not
24 later than 180 days after the date of enactment
25 of this Act, the Administrator shall—



1 (i) complete the study under subpara-
2 graph (A); and

3 (ii) prepare and make publicly avail-
4 able 1 or more reports of the results of the
5 study.

6 (c) VEHICLE WEIGHT EXEMPTION.—Section 127(a)
7 of title 23, United States Code, is amended—

8 (1) by designating the first through eleventh
9 sentences as paragraphs (1) through (11), respec-
10 tively; and

11 (2) by adding at the end the following:

12 “(12) HEAVY DUTY VEHICLES.—

13 “(A) IN GENERAL.—Subject to subpara-
14 graphs (B) and (C), in order to promote reduc-
15 tion of fuel use and emissions because of engine
16 idling, the maximum gross vehicle weight limit
17 and the axle weight limit for any heavy-duty ve-
18 hicle equipped with an idle reduction technology
19 shall be increased by a quantity necessary to
20 compensate for the additional weight of the idle
21 reduction system.

22 “(B) MAXIMUM WEIGHT INCREASE.—The
23 weight increase under subparagraph (A) shall
24 be not greater than 400 pounds.



1 “(C) PROOF.—On request by a regulatory
2 agency or law enforcement agency, the vehicle
3 operator shall provide proof (through dem-
4 onstration or certification) that—

5 “(i) the idle reduction technology is
6 fully functional at all times; and

7 “(ii) the 400-pound gross weight in-
8 crease is not used for any purpose other
9 than the use of idle reduction technology
10 described in subparagraph (A).”.

